

This section discusses alternatives considered for the proposed action. These alternatives include the No-Build Alternative, the Transportation System Management (TSM) Alternative, Travel Demand Management (TDM) Alternatives, Mass Transit Alternatives, and Build Alternatives. Each alternative is assessed with respect to its ability to meet the purpose of and need for the proposed project.

## **2.1 NO-BUILD ALTERNATIVE**

The No-Build Alternative would make no improvements to existing US 17 from south of Belgrade to south of New Bern through year 2035, with the exception of regular maintenance such as patching, resurfacing, regrading shoulders, and maintaining ditches.

The No-Build Alternative would incur neither right-of-way nor construction costs. There would be no short-term disruptions in traffic service or inconvenience to travelers along the existing roadway due to construction. There would be no impacts to streams, wetlands, or cultural resources, nor would there be any residential or business relocations. Therefore, the No-Build Alternative satisfies the requirements of the US Army Corps of Engineers (USACE) No-Action Alternative, an alternative which results in no construction requiring a USACE permit.

However, the No-Build Alternative would not meet the stated purposes of the proposed project, as discussed in Chapter 1. US 17 is designated as part of the North Carolina Intrastate System and is designated as a Strategic Highway Corridor. The No-Build Alternative would not improve traffic flow or relieve congestion on US 17. Therefore, the No-Build Alternative is not consistent with the state's long-range transportation goals for the US 17 corridor and eastern North Carolina.

In accordance with the State Environmental Policy Act (SEPA) (GS 113A, Article 1), the No-Build Alternative provides a baseline condition with which to compare the improvements and consequences associated with the Detailed Study Alternatives.

## **2.2 TRANSPORTATION SYSTEM MANAGEMENT (TSM)**

The Transportation System Management (TSM) Alternative consists of adding low-cost transportation improvements to increase the capacity of an existing facility. TSM strategies typically involve minor roadway improvements that improve the operational characteristics of a facility while minimizing capital outlay and inconvenience to motorists. There are two main types of TSM minor roadway improvements: operational and physical.